

Toll Increase Recommendation for the State-owned Bay Area Bridges

BATA Oversight Committee

January 13, 2010



B A Y A R E A T O L L A U T H O R I T Y

1. Can we find the money somewhere else?

Use of Current Bridge Tolls

■ Current Toll Structure

■ Regional Measure 1 (1989)	\$1
■ Seismic Surcharge (1998)	\$1
■ Regional Measure 2 (2004)	\$1
■ Seismic Surcharge (2007)	<u>\$1</u>

TOTAL AUTO TOLL **\$4**

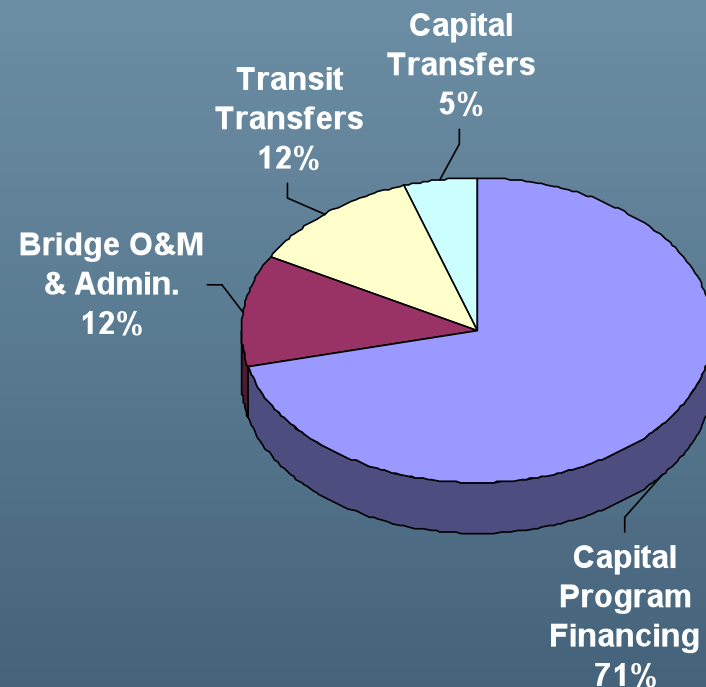
■ Current Annual Toll Revenues

■ Regional Measure 1 (1989)	\$125 M
■ Seismic Surcharge (1998)	\$115 M
■ Regional Measure 2 (2004)	\$115 M
■ Seismic Surcharge (2007)	<u>\$115 M</u>

TOTAL ANNUAL REVENUES **\$470 M**

Use of Current Tolls: FY 2009-10 BATA Budget

FY 2009-10 BATA Budget	Cost (mil.)	% of Total
RM1, RM2 & Seismic Capital Program Financing: (Debt service, BAIFA transfer, financing costs)	\$438	71%
Bridge O&M & Administration: (Toll collection, maintenance, administration)	\$72	12%
Transit Transfers (AB664 Net Toll Revenues, RM 1 Rail Reserves, 2% Ferry Capital Reserves, RM 2 Transit Operating)	\$72	12%
Capital Transfers	\$32	5%
Total	\$614	100%



Regional Measure 1 Program

Projects	Funds (Mil.)
New Benicia Bridge	\$1,272
Carquinez Bridge Replacement	\$518
New I-880/92 Interchange	\$245
San Mateo-Hayward Bridge Widening	\$210
Richmond-San Rafael Bridge Trestle & Deck	\$107
SR 84 Bayfront Expressway Widening	\$34
Other Projects	\$20
Total	\$2,406



B A Y A R E A T O L

Regional Measure 2 Program

Projects	Funds (Mil.)
BART Warm Spring Extension	\$186
New Transbay Terminal	\$150
I-80/I-680 Interchange	\$100
East Contra Costa Rail Extension	\$96
Regional Ferry Services	\$84
Oakland Airport Extension	\$78
BART Tube Seismic Retrofit	\$71
Dumbarton Commuter Rail	\$44
Other Projects	\$706
Total	\$1,515



B A Y A R E A T O L

Seismic Retrofit Program

Projects	Funds (Mil.)
Bay Bridge East Span Replacement Project	\$6,252
Richmond-San Rafael Retrofit	\$817
Bay Bridge West Approach and West Span Retrofits	\$763
Benicia-Martinez Retrofit	\$178
San Mateo-Hayward Retrofit	\$164
Carquinez Bridge Retrofit	\$114
Other Retrofits/Contingencies	\$397
Total	\$8,685



B A Y A R E A T O L

Transit Transfers

AB 664 Net Toll Revenues:

- Match to federal funds for bus purchases for all Bay Area Transit operators

RM 1 Rail Reserves:

- East Contra Costa Rail Extension (E-BART)
- New Transbay Terminal in downtown San Francisco
- BART Warm Springs Extension

2% Ferry Capital:

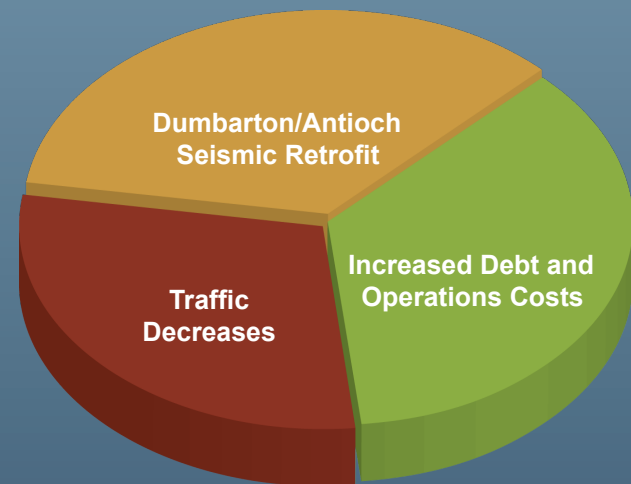
- Ferry vessel and terminal projects

Regional Measure 2 Transit Operating Transfer:

- Regional express bus service operations
- Regional ferry service operations
- Owl bus service operations in BART corridors

Funding Strategy

- Pursue operating cost savings
- Improve toll violation collections
- Seek new fund sources
- Increase tolls



Funding Strategy

■ Operating cost savings

- FY 2009-10 toll collection costs are estimated to be \$2.5 million less than in FY 2008-09.

■ Improve toll violation collections

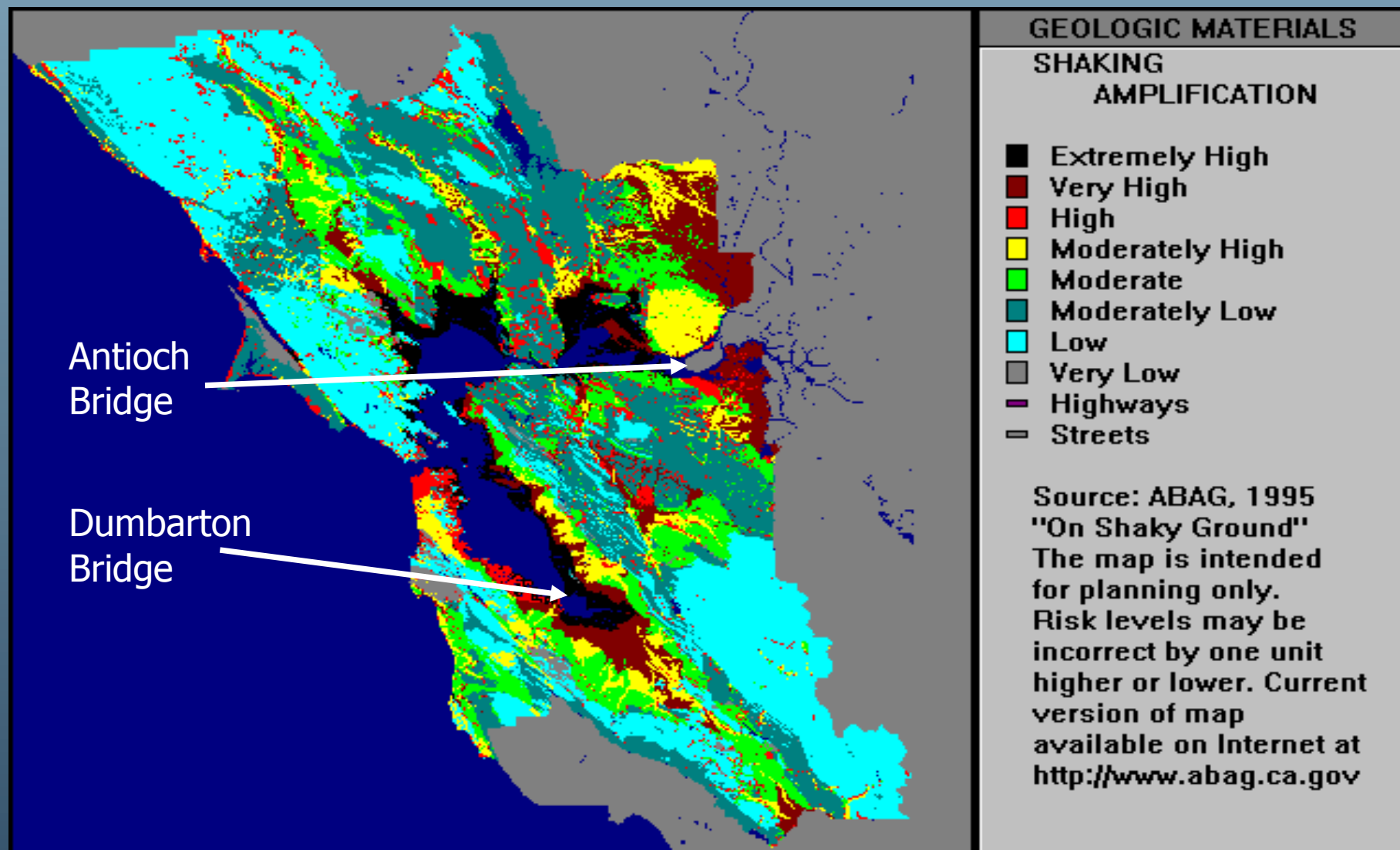
- Toll violations have decreased 25% from FY 2006-07.
- In FY 2008-09, violation collections exceeded expected toll revenues from violations by \$6.6 million.

■ Seek new fund sources

- AB 1175 adds Dumbarton & Antioch Bridges to Seismic Retrofit Program.
- Current forecast of \$40 million ending balance in SRP Program Contingency.

2. Do we really need to retrofit the Antioch and Dumbarton Bridges?

Bay Area Seismic Risk Levels



Antioch & Dumbarton Bridge Retrofits¹³

Antioch Bridge

- STRUCTURE: Steel plate girder
- OPENED: December 1978
- RETROFIT STRATEGY: Install isolation bearings, strengthen superstructure and substructure
- Retrofit Completion: 2012



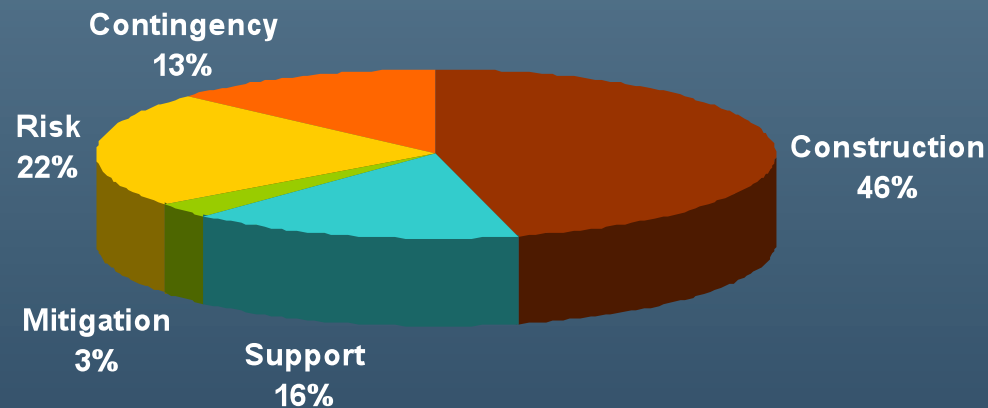
Dumbarton Bridge

- STRUCTURE: Steel box girder and pre-stressed concrete approach spans
- OPENED: October 1982
- RETROFIT STRATEGY: Install isolation bearings, strengthen superstructure and substructure for main span and approaches
- Retrofit Completion: 2013



Total Project Costs – \$750 Million

Description	Antioch (\$ Millions)	Dumbarton (\$ Millions)
CONSTRUCTION COST ESTIMATE (ESCALATION TO MID YEAR OF CONSTRUCTION)	\$98	\$195
CONTINGENCIES	45	65
SUBTOTAL CAPITAL COST ESTIMATE	143	260
SUPPORT COST ESTIMATE	39	95
MITIGATION COST ESTIMATE	13	10
RISK COST ESTIMATE	72	118
TOTAL COST ESTIMATE	\$267	\$483



3. What's the staff recommendation?

Toll Increase Recommendation

■ 2-Axle Autos:

- 6 Bridges: \$5.00 (Base Toll)
- Bay Bridge Congestion Pricing: \$6 peak; \$4.00 non-peak; \$5 weekends
- Toll increase effective July 1, 2010

■ Carpools:

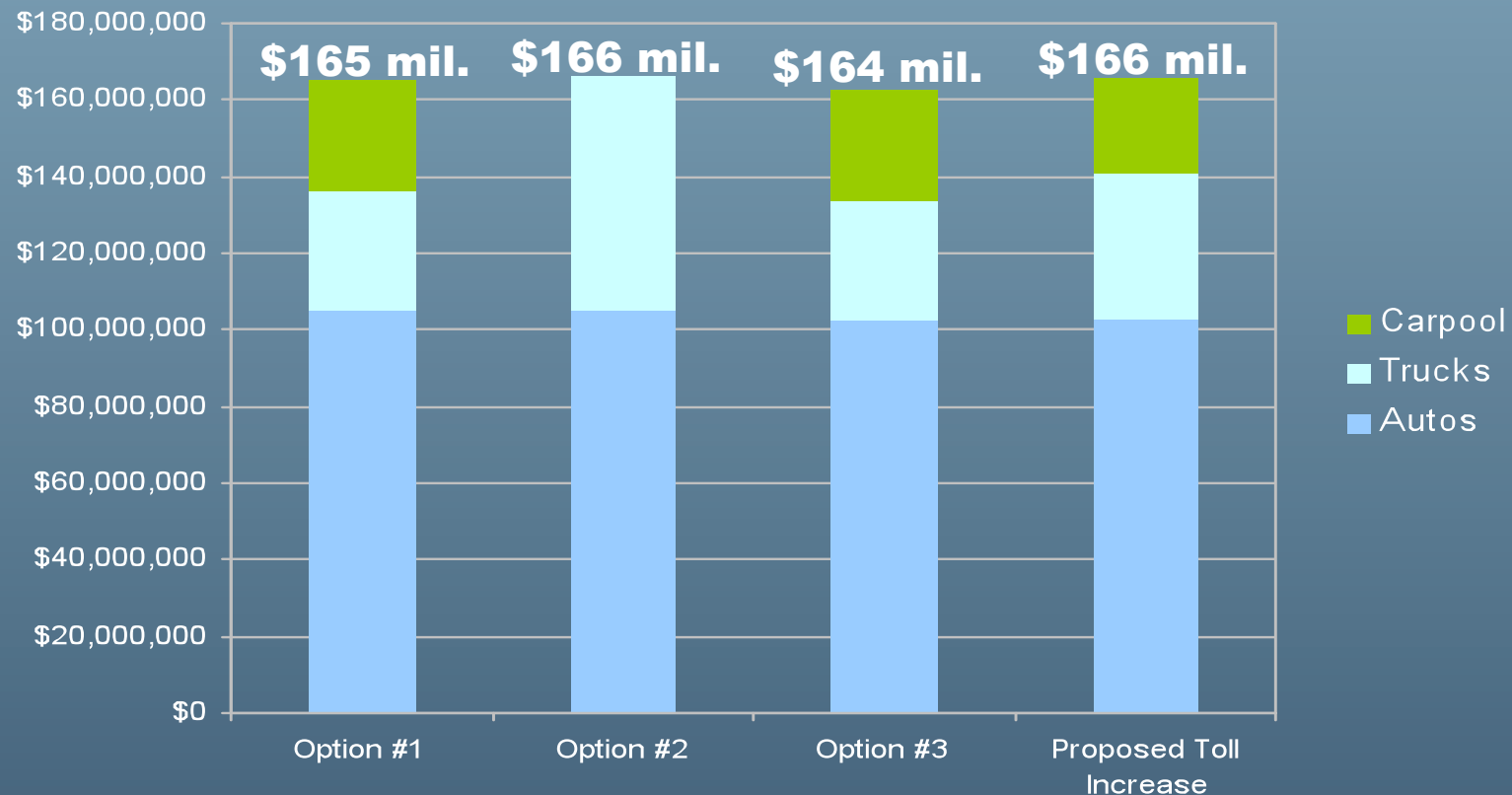
- 50% of 2-axle base toll (\$5.00) rate, resulting in \$2.50 toll charge for carpools.
- Toll increase effective July 1, 2010

■ Trucks (multi-axle vehicles):

- 2-axle base toll (\$5.00) rate X number of axles
- One year grace period for truck toll increase (toll increase effective July 1, 2011)

Toll Increase Recommendation

Revenue Generation



■ Proposed Toll Increase

- **6 Bridges:** \$5 for autos
- **Bay Bridge:** \$6 for autos in peak, \$4 for autos in non-peak (M-F) and \$5 for autos on weekends
- **Carpools:** \$2.50
- **Trucks (multi-axle vehicles):** 2-axle base toll (\$5.00) X number of axles

Toll Increase Recommendation

Proposed Toll Rates

Vehicle Class	Current Toll	Option #1	Option #2	Option #3	Proposed Toll Increase
2-Axle	\$4.00	\$5.00	\$5.00	6 Bridges: \$5.00 Bay Bridge: \$6 peak, \$4 non-peak, \$5 weekends	6 Bridges: \$5.00 Bay Bridge: \$6 peak, \$4 non-peak, \$5 weekends
3-Axle	\$6.00	\$11.00	\$15.00	\$11.00	\$15.00
4-Axle	\$8.25	\$17.00	\$25.00	\$17.00	\$20.00
5-Axle	\$11.25	\$23.00	\$35.00	\$23.00	\$25.00
6-Axle	\$12.00	\$29.00	\$45.00	\$29.00	\$30.00
7+-Axle	\$13.50	\$35.00	\$55.00	\$35.00	\$35.00
Carpool	\$0.00	\$3.00	\$0.00	\$3.00	\$2.50

Toll Increase Recommendation

Carpools

■ Requirements/Parameters

- All carpools would need to have a FasTrak account and toll tag.
- Eligible vehicles charged at reduced rate:
 - Autos meeting occupancy requirements
 - Motorcycles and Hybrid vehicles (with decal)
- Public transit vehicles and commute buses would continue to be provided toll free passage.
- Carpool hours on bridges would be maintained at current hours.

■ Infrastructure

- Toll equipment would need to be added to Dumbarton and Bay Bridge carpool lanes.
- Carpool signage would be modified for all bridges.

■ Evaluation

- Annual report on carpool rates and impacts provided to BATA Oversight Committee

Toll Increase Recommendation

Carpools

Carpool Tolls and New Revenue Generation

	Staff Proposal (50% discount from base toll)	Alt. 1 (40% discount from base toll)	Alt. 2 (60% discount from base toll)
Toll	\$2.50	\$3.00	\$2.00
New Annual Revenues	\$25 mil	\$30 mil.	\$20 mil.

- Each \$0.50 change in carpool toll equals about \$5 million in new revenues.

Toll Increase Recommendation Trucks (Multi-axle vehicles)

■ Requirements/Parameters

- Proposed truck toll rates would be for all bridges at all hours.
- Truck toll increase implementation would be delayed until July 1, 2011, which would reduce total new revenues by about \$40 million for one year (reduces annual new revenue estimate by about \$1 million).

■ Infrastructure

- Toll rate signage would be modified at all bridges.

Truck Use by Bridge

	Weekday Peak (AM & PM)			Weekday Non-Peak		
	Avg. Daily Vehicles	Avg. Daily Trucks	% by Bridge	Avg. Daily Vehicles	Avg. Daily Trucks	% by Bridge
Antioch	3,349	304	9%	2,580	328	13%
Benicia	28,695	1,056	4%	20,095	1,377	7%
Carquinez	26,585	1,373	5%	26,076	1,825	7%
Dumbarton	15,939	220	2%	10,559	256	3%
Richmond	18,712	629	4%	15,885	782	5%
Bay Bridge	61,107	928	2%	52,530	1,206	3%
San Mateo	26,860	760	3%	18,487	771	4%
TOTAL	181,247	5,279	3%	146,212	6,545	5%

Truck Use by Bridge

	Weekdays		
	Total Avg. Daily Trucks	Avg. Daily Trucks during Late Evening (Midnight – 4:00 a.m.)	% by Bridge
Antioch	632	38	6%
Benicia	2,433	243	10%
Carquinez	3,162	348	11%
Dumbarton	476	38	8%
Richmond	1,411	155	11%
Bay Bridge	2,134	320	15%
San Mateo	1,531	199	13%
TOTAL	11,824	1,341	11%

- Based on current travel patterns, toll free passage for trucks (multi-axle vehicles) during late evening hours would reduce annual revenues by \$3.3 million (current toll rates) and by \$7.7 million (proposed toll rates).
- Truck travel time shift to late hours likely would not be significant since truck crossings are mostly dictated by shippers, rather than truckers.

Toll Increase Recommendation

Trucks (Multi-axle vehicles)

Truck Toll Increase Grace Period

	Staff Proposal	Alt. 1	Alt. 2
Deferral/ Incremental Toll Increase	1 year deferral of increase	2 year deferral of increase	1 year deferral & 2 nd year at 50% of increase
One time Revenue Impact	(\$40 mil.)	(\$80 mil.)	(\$60 mil.)

- The grace period for trucks allows trucking firms to adjust or to mitigate impacts of existing contracts.

Toll Increase Recommendation

Bay Bridge Congestion Pricing

Requirements/Parameters

- Peak hours would be from 5 a.m. to 10 a.m. and from 3 p.m. to 7 p.m. (same as current carpool hours).
- Congestion pricing would only be applied to 2-axle vehicles.

Infrastructure

- CMS signs installed over all toll lanes to display time-of-day toll charge.
- Signage would be modified to inform motorists of congestion pricing.
- Toll collection system (ATCAS) testing and monitoring.

Evaluation

- Annual evaluation reports to be provided to BATA Oversight:
 - Traffic
 - Travel time savings
 - Mode shift
 - Impacts on non-peak travel
 - Impacts on other facilities and transit services
 - Motorist Feedback
 - Public awareness, acceptance and affordability
 - Operations

Toll Increase Recommendation

Bay Bridge Congestion Pricing

2-axle Vehicle Tolls - Bay Bridge Congestion Pricing

	Staff Proposal	Alt. 1 (\$7/\$4)	Alt. 2 (\$7/\$5)
2-axle Auto Toll	Bay Bridge: \$6.00 – peak \$4.00 – non-peak \$5.00 - weekends	Bay Bridge: \$7.00 – peak \$4.00 – non-peak \$5.00 - weekends	Bay Bridge: \$7.00 – peak \$5.00 – non-peak and weekends
Delay Reduction	-23%	-32%	-30%
New Annual Revenues	\$35 mil.	\$46 mil.	\$60 mil.

- \$7 peak toll options do not result in significantly greater delay reduction from \$6 peak toll option.

Staff Recommendation Summary

- Limits toll increase for 2-axle autos (90% of bridge traffic) to \$1.00.
- Formula based carpool and truck tolls will automatically adjust whenever 2-axle rates are raised.
- The proposed toll for carpools is lower than in Options #1 and #3, which may mitigate potential impacts on carpool formation.
- A one year grace period for trucks (multi-axle vehicles) will allow trucking firms to adjust or to mitigate impacts of existing contracts.
- Bay Bridge congestion pricing at \$6 peak and \$4 off-peak produces an expected 23 percent delay reduction.

Implementation Schedule

Date	Meeting	Discussion
January 13, 2010	BATA Oversight Committee	Committee action on toll increase
January 27, 2010	BATA	Authority action on toll increase
July 1, 2010		Toll increase is effective for 2-axle autos and carpools
July 1, 2011		Toll increase is effective for trucks (multi-axle vehicles)



Comments may be sent to BATA by:

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